

IN THE CLAIMS

Please cancel original claims 1-10 and add new claims 11-20 as follows:

11. (New) A turbocharger (1) including:

a turbine wheel (27) supplied with exhaust gas from an internal combustion engine via at least one supply channel (9), wherein the amount of supplied exhaust gas is controllable via a gas control device (4, 7, 11, 29), which is associated with an actuating device (11) for producing a control movement to be transmitted to the gas control device (4, 7, 11, 29), as well as a transmission device (4, 5, 14, 15, 16) for transmitting the control movement of the actuating device (11) to the gas control device (4, 7, 11, 29);

wherein the transmission device (4, 5, 14, 15, 16) includes an adjusting device (15, 19; V) for adjusting the the control movement.

12. (New) The turbocharger (1) according to claim 11, further including at least one of the following characteristics:

a) the adjusting device (15, 19; V) is a length adjusting device for adjusting the effective length of at least one element (14) of the transmission device (4, 5, 14, 15, 16);

b) the adjusting device (15, 19; V) includes a manually operated and fixable adjusting element (19; V).

13. (New) The turbocharger (1) according to claim 11 wherein the transmission device (4, 5, 14, 15 16) includes an abutment element (14) which is moveable along a longitudinal axis (a), against which the adjustment device (15, 19; V) engages.

14. (New) The turbocharger (1) according to claim 13, further including at least one of the following features:

a) the gas control device (4, 7, 11, 29) includes a guide array (7) of variable turbine geometry and is connected with this guide array (7) via at least one adjusting lever (4), wherein the adjusting lever (4) is adjustable by the actuating element (11) via the abutment element (14);

b) the actuating element (11) includes a control housing (12) extending along an axis (A) with an actuating element incorporated therein (13), and the abutment element extends out of the control housing (11) approximately along this axis (A), preferably from the actuating element (11) on its end to a adjustment device (4) of the gas control device (7, 29) on the other end;

c) the actuating element (11) includes an actuating membrane operable via a positive or negative pressure.

15. (New) The turbocharger (1) according to claim 13 wherein the abutment element (14) is comprised of a first part on the actuating element side and a second part lying along the gas control device (4, 7, 11, 29), of which the first part (15 or 16) receives the second part (16 or 15) in a hollow space (18) adjustabe and fixable via a fixing device (19).

16. (New) The turbocharger (1) according to claim 15, wherein

a) the fixing device (19) includes at least one internal threading (19) of the second part (16 or 15) for receiving the external threading of the first part (15 or 16), via which the adjustment occurs,

b) the internal threading (19) is preferably a threaded nut mounted rotatable on an associated abutment piece (16),

c) which are rotatably mounted in the hollow space (18) of the abutment piece (16) and in their axial position are axially located by at least one wall segment (21a, 21b) extending perpendicular to the longitudinal axis (a) of the abutment piece (16),

d) which preferably is formed by at least one wall recess (20a, 20b) in the hollow space (18) of the abutment piece (16),

e) wherein the wall recess (20a, 20b) in certain cases for forming an opening has a through-hole whereby a part of the circumference of the threaded nut (19) projects outwards for adjustment.

17. (New) The turbocharger (1) according to claim 13, wherein the abutment element (14) is comprised of at least two circumferenced parts (16a, 16b) extending about its longitudinal axis (a), which are rigidly connected with each other to form an essentially closed hollow space (18).

18. (New) The turbocharger (1) according to claim 17, further including at least one of the following characteristics:

a) the at least two circumferenced parts (16a,16b) extending around a longitudinal axis (a) are press or punch parts;

b) the at least two circumferenced parts (16a,16b) extending around a longitudinal axis (a) together form a cylindrical shape;

c) the at least two circumferenced parts (16a,16b) are connected with each other by a material connection (26) free of connecting parts and are preferably welded to each other.

19. (New) The turbocharger (1) according to claim 17 wherein the hollow space (18) faces the actuating element (11) against which the actuating device (11) opposing end of the abutment element (14) is connected with an adjustment element (4) of the gas control device (4, 7, 11, 29).

20. (New) The turbocharger (1) according to claim 19 wherein the at least two circumferenced parts (16a, 16b) extending about the longitudinal axis (a) in the connection to the hollow space (18) include an at least partially flat surface lying against connecting segment (22a,22b), wherein the connecting segment (22a,22b) preferably includes an opening (23) bordered by a spherically-shaped wall segment (24) for bearing a bearing body such as an arc shaped body (17a) with a thereto rigidly connected pivot pin (17b) for transmission of the movement of the abutment element (14) upon a control element (4) of the gas control device (4, 7, 11, 29) or

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the connecting segment (22a,22b) continues with a seam (25)
on the side of the hollow space (18).